

**Statement by the Minister for Revenue and Public Works re: construction of Road and Bridge behind Amanikere near Kolar Town.**

Sri A. G. RAMACHANDRA RAO (Leader of the House).—Sir, Yesterday regarding a statement referred to by the Leader of the Opposition, the Government have decided that the Minister for Public Works who had been deputed to investigate into the matter may make a statement on behalf of the Government. I therefore request Sri KADIDAL MANJAPPA the Hon'ble Minister for Public Works, to make the statement on behalf of the Government. The concerned Minister viz., the Minister for Local Self-Government, if he so chooses, will also make a statement.

Sri Kadidal MANJAPPA (Minister for Revenue and Public Works).—Sir, a section of the press and some persons have raised objections to the formation of three roads and the construction of a bridge behind the Amanikere near Kolar Town on the ground that these works are intended for the benefit of only Sri T. Channiah, the Local Self-Government Minister, and that they are unnecessary. They alleged that these works are taken up without proper estimates and without calling for tenders and that they are entrusted to Sri Venkataramiah, a brother-in-law of Sri Channiah, the Local Self-Government Minister. I inspected the works on 17th March 1953, in the presence of some of the Members of this House.....

Sri J. MOHAMED IMAM (Jagalur).—Including Opposition Members?

Sri Kadidal MANJAPPA.—.....the District Board President and the local officers. There are five works in progress in the atchkat. These are:

(1) Improving the distribution system in the atchkat of Kolar Amanikere started as a relief work at an estimated cost of Rs. 15,000 as per Public Works Secretary's letter dated 13th October 1952. The work is in progress.

(2) Opening a new irrigation road, 11 furlongs in length, going right

through the atchkat. This is also a relief work estimated to cost Rs. 19,000 started as per the above letter dated 13th October 1952. Earthwork in respect of this road is commenced in about 2½ or 3 furlongs. I am told by the Executive Engineer and the Deputy Commissioner that the raiyats have voluntarily surrendered lands in this portion of 2½ or 3 furlongs.

(3) Improvement to the approach road to Chinnapura Village about 6 furlongs in length, started as a relief work at an estimated cost of Rs. 5,000. This work has been sanctioned by the Executive Engineer.

(4) Construction of a bridge across the waste weir halla of Kolar Amanikere and Kodikannur Tanks at an estimated cost of Rs. 17,000. Half the cost is sanctioned under Rural Development Head. The District Board have agreed to meet the balance of cost. There is administrative sanction for this work. This work is in progress.

(5) The deviation road between 1/44 to 3/44 miles of Madras-Cannanore main road. This is a budgeted work. The work is practically complete. This work was taken up as per instruction of the P.W.D. Minister during his tour in 1950 to avoid accidents occurring at the place.

Sri B. HUTCHE GOWDA (Turuvekere).—What is the cost?

Sri Kadidal MANJAPPA.—I am sorry. I can give it later.

Of these items, 1, 2, 3 and 5 are worked under orders of the P. W. Department and financed from the Distress Relief Fund. Item No. 4 is financed partly by the District Board, Kolar and partly by the Rural Development Department.

At the time of the inspection, there were about 300 to 400 persons present including a large number of persons owning lands in the atchkat of this tank. Excepting three persons, all the persons who were present there were of unanimous opinion that the bridge and the three roads are very essential for them for transporting manure and agricultural produce, which it seems they are at present doing by means of head-loads. They also further told me

(SRI KADIDAL MANJAPPA).

that the roads and bridges are a long-felt necessity and that they add to the value of the lands as they would open out a large atchkat for easy agricultural operations.

Regarding the first work, there is no objection. The objection is only with regard to the remaining four works.

The second work, *viz.*, the irrigation road, is proposed to be formed in the middle of the atchkat which measures 850 acres. This is intended to afford facilities to raiyats for transporting manure and agricultural produce. This road is proposed to be taken by the side of the irrigation channel. But as I found that there is slight deviation from this proposal in the 2½ or 3 furlongs where the earthwork has commenced, I have asked the Executive Engineer not to proceed with the work till the alignment is changed.

The third work, *viz.*, improvement of the approach road to Chinnapur, is not a new road. It was an old cart-track. This old cart-track can be seen even in the village map. This cart-track is adjacent to the atchkat. There are boundary stones demarcating this from the individual holdings. In some places there are traces of this cart-track having been encroached upon by the adjacent holders. The road now formed is within the boundary stones excepting in a few places. The left check drain passes in some places through private holdings. The Executive Engineer told me that this check drain serves also the purpose of the hikkal channel and therefore the holders cannot have objection to this. Allegations are made to the effect that houses are demolished in connection with the improvement of this road. Only one house is affected by this road. The owner of this house had, it seems, put up a lean-to roof (Voppara) on the old cart track. This is clearly an encroachment on the Government land. I was told that the owner has removed this Voppara at the instance of the P.W. authorities. The main building is not touched and it is intact. The boundary stone is in a line with the front wall of the main building. Even

now after the improvement of the road, there is some vacant space between the main building and the road. I have instructed the Executive Engineer to reduce the width of the road in some places, so that the road may be strictly within the boundary stone. This road gives connection to Kolar-Gadde Kannur Road. I do not think that there is any valid objection to the improvement of this road.

The bridge under construction, *viz.*, Item No. 4, is at the North-west corner of the atchkat and is across the waste weir halla of Amanikere and Kodi Kannurkore. This bridge connects the Chinnapura approach road mentioned above, with the Kolar-Chinnapur Road. There is an old aqueduct a few yards above the bridge site. I was told by the people that they are making use of this aqueduct for crossing this halla. This aqueduct is one-and-a-half (1½) feet in width and is in a dilapidated condition. The people who had assembled there told me that the bridge under construction helps not only the cultivators of Amanikere atchkat who reside in the surrounding villages, but also persons who go to Kolar, Chinnapura and other surrounding villages. The people who are against the construction of this bridge told me that a causeway could have been constructed a few yards higher up instead of the present bridge at a heavy cost of Rs. 17,000. But the Executive Engineer is of opinion that the site selected is very appropriate and the causeway suggested cannot serve the purpose owing to the rainy season.

The fifth work is an improvement of the trunk road between Madras and Bangalore. It has been carried out to avoid accidents to fast moving traffic.

The local officers and the persons present are of opinion that the roads and the bridge are beneficial to the atchkatdars. It is reported that about 40 per cent of the cultivators are residing in the villages outside the limit of Kolar Town and the bridge and the road are very helpful to these cultivators.

It may be noted that under Amani-kere atchkat there are 850 acres of wet lands, owned by 560 khatedars. Of them, Sri Channiah, Local Self-Government Minister, owns about three acres and odd. The above works are beneficial to him along with all the atchkatdars.

Regarding the allegations that the works have been entrusted to a member of the family of Sri Channiah, the enquiry reveals that it is not a fact. Works Nos. 1 and 2 are entrusted to several persons on piece-work system. Venkataramiah who is alleged to be a member of the family of Sri Channiah is not one of the piece-workers for these two works. Work No. 3 has been entrusted to three or four piece-workers. Among them, Venkataramiah is one. Work No. 4, viz., the construction of the bridge has been entrusted to Jakriappa and Venkataramiah on piece-work system.

Regarding the allegation that Venkataramiah is related to Sri Channiah, there are two versions. Some people say that he is not related to Sri Channiah. A few individuals told me that his relationship could be traced through latter's maternal uncle. But it is definitely ascertained that this Venkataramiah is neither a member of the family nor is he living in the house of Sri Channiah. He is living at Gulpet which is about half a mile from Sri Channiah's house. It is relevant to add here that the brother-in-law of Sri Channiah who is managing the Flour Mill and other household affairs of Sri Channiah is one Sanjeeviah who has nothing to do with any one of these works. It is ascertained from the Executive Engineer that these two piece-workers Jakriappa and Venkataramiah had helped the P.W.D. in breaking the combination of the contractors at the time of the disposal of the assets at the Kolar Aerodrome. The Executive Engineer has obtained the approval of the Superintending Engineer for entrusting work on piece-work system. It is reported by the Deputy Commissioner that only three persons have presented petitions to him

praying for exchange of lands. Excepting for the proposed new irrigation road, there is no necessity to acquire any private land for the other works. The bridge is being constructed on the Government land and the approach road is also on the Government land. The Executive Engineer has informed that the construction of the bridge in question was one of the subjects included in the tour notes of the then Revenue Minister during the year 1947. In the tour notes of Sri Channiah, the Local Self-Government Minister, the bridge is also included. The Local Self-Government Minister has not been responsible for the giving of any contract.

For the formation of the new irrigation road, proceedings have been started for acquiring the necessary lands. About six acres of land will come under the road. I am told that Sri Channiah is also going to lose a portion of his lands.

Allegations have appeared in some newspapers that water works that are in progress in Kolar Town are intended to benefit only Hospet Colony where the residence of Sri Channiah is situated. The connected plans were examined and it is found that all the schemes are intended to benefit the entire town.

From the above circumstances, I am satisfied that the Local Self-Government Minister has not misused his powers and the question of favouritism or nepotism on his part does not arise.

#### **Statement of Sri T. Channiah, Minister for Public Health and Local Self Government.**

**Sri T. CHANNIAH** (Minister for Public Health and Local Self-Government).—

Sir, In connection with the formation of certain roads and construction of a certain bridge near Kolar Amanikere, I wish to make the following statement.—

I have seen some press reports containing certain allegations against me in the above connection. Some persons